

is a federal action that will not recognize the obvious relationship between more cars and the increasing need for urban highways, but will continue to believe it is possible to reduce highway aid to build other needed public transit facilities."

Gradual inroads. J. D. Braman, who boosted comprehensive state agencies

this year to convince the legislature of the need for one. "We will have to shake off the yoke of the highway lobby to establish a DOT. If not, we'll be out of the pack as far as federal funding for transportation is concerned," he says, referring to federal matching funds for public transit and airports. "I'm confident that in each succeeding legislative

Despite the fact that nearly all state DOTs list urban transportation as their most pressing need, the rescue of dying bus systems is generally left to poorly managed city and county tax dollars. As one WisDOT official proclaims, looking to the future, "The most revolutionary thing would be to subsidize mass transit."

Cost A-E Prep

Federal agencies sound a call for a new A-E role

New federal construction agency procedures, policies and programs are a signal to private practice architects and engineers (A-Es) that the character of their services must change if they want a viable role in federal and federally aided construction.

This message was conveyed by numerous top-level federal agency procurement and administrative officers last week in St. Louis to over 400 A-Es gathered for a conference on federal agency construction programs. The conference, second in a series sponsored by the American Institute of Architects, the Consulting Engineers Council and the National Society of Professional Engineers, focused on new trends in federal A-E procurement, A-E responsibilities under equal employment opportunity and occupational safety and health regulations, and A-E compliance with new and revised federal contract requirements.

The majority of federal administrators made clear that A-Es have the choice of widening their role in a changing construction industry or being left at the gate pursuing business as usual. Typical of their comments:

• "There is a need now, which will increase, for A-Es to find their role in present and future innovations. A-Es must recognize their clients' needs or they won't have clients. They must understand the true nature of construction or they won't find a place in the future."—Arthur Sampson, Public Buildings Service commissioner, General Services Administration.

• "Upwards of \$100 million of our fiscal '72 program is earmarked for industrialized construction. The A-E will continue to provide certain design services. However, he must play an increasingly important role in client management over the entire process."—Maj. Gen. M.R. Reilly, deputy director of civil engineering, U.S. Air Force.



GSA's Arthur Sampson
Promotes a new A-E role.

• "The Navy has increased extensively the use of turnkey to provide family housing. Starting with 36 units in 1968, it now has programmed 2,500 units for turnkey bidding in fiscal '72. A-Es should associate themselves with developers in preparing proposals for these projects."—Rear Adm. D.G. Iselein, deputy commander for planning, Naval Facilities Engineering Command.

• "To provide acceptable affirmative action programs to meet equal employment regulations, we are asking A-Es, now under our jurisdiction, to go beyond color blindness to avoid discrimination to color consciousness to right old wrongs."—Nira H. Long, director, Office of Equal Opportunity Programs, Agency for International Development, Department of State.

Other challenges. Besides the government's challenge to participate in new federal contracting approaches (construction management, phased construction, turnkey and industrialized construction), A-Es also face formidable contract compliance hurdles.

Among such contract provisions, implemented by revisions to the Armed Services Procurement regulations, are clauses covering A-E responsibility for overall design, for designing within budget limitations, and for cost and pricing data required under the Truth and Negotiations Act.

The latter pricing regulations, said

Chester Shatz, chief trial attorney for the Corps of Engineers, apply to all A-E contracts expected to exceed \$100,000 or contract modifications above the same amount. Under these regulations, an A-E must break down its proposal into price components, including hours of work for engineering, supervision and drafting, overhead and profit and must provide information from which these cost estimates were derived. If an A-E makes a statement that is accurate, complete and current, it is in compliance, but if the government finds erroneous data stated, whether intentionally or not, the government will have the right to reduce the A-E's contract price by the increased cost caused by the error. However, if the government discovers an error that would reduce costs, the gain would accrue to the government contracting agency and not to the A-E.

Apart from programs that emphasize an integration of design and construction services, A-Es were assured of new markets for strictly design and planning services.

"We're a new kid on the block with plenty of money to spend," said William Boswell, assistant administrator for administration, for the Urban Mass Transportation Administration (UMTA), Department of Transportation. Noting that only three consulting firms are handling about 60% of UMTA's technical studies program to aid cities in planning mass transit systems, Boswell urged more A-Es to assist in planning these, particularly in designing guideways that can accommodate the handicapped and elderly.

Similar appeals were made by officials of the Postal Service, which, through the Corps of Engineers, plans a massive building program, and by Corps civil works officers, who expect congressional authority to do regional waste water management studies.